

**MAKING OUR MARK
THE MARK OF EXCELLENCE**

ONE REASON Mr. and Mrs. Ottoway Turrentine like living on a farm is that farm chores help keep their seven children busy. Mrs. Turrentine and Stephen, 6, (right) feed the chickens before she goes to work and he goes to kindergarten.

STEPHEN, 6, (below) helps his mother take care of the horses. The Turrentine family also has hogs, cows and varied other livestock on the Belleville farm.



What's life like down on the farm?

How does one raise seven children, manage a farm and hold down a fulltime job at the same time?

It's not as impossible as it sounds, or at least that's the way Mrs. Katie Turrentine, of the General Motors Truck and Coach Warehouse data processing department, looks at it.

Mrs. Turrentine and her husband rear their family and manage their children in the same way they work — in shifts.

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A familiar site to the Truck and Coach warehouse employes is Mr. and Mrs. Turrentine holding a family conference in the warehouse parking lot at 3:20 p.m. each day. That's when he gets off work and she goes on the job.

Turrentine works in the stock department at the warehouse, and as he leaves work each day Mrs. Turrentine fills him in on the things to do at home while she's on her 4 p.m. to midnight shift.

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"It's really the best time for me to work," says Mrs. Turrentine. "This way I'm home to see the kids off to school each morning and get some of the housework done. I even fix dinner before I come to work so all he (her husband) has to do is serve it."

The working hours are what persuaded Mrs. Turrentine to become a keypuncher in the first place.

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"I kept seeing all the ads in the newspaper for keypunch operators to work in the afternoon," she said.

This was while the family lived in Detroit, and Mrs. Turrentine began her first job in data processing in 1969.

Last April Mrs. Turrentine began work at the warehouse, where her husband, an employe of General Motors for 17 years, was employed. Then last November a longtime family dream came true and the Turrentines purchased 11 acres on Harris Rd. in Belleville where they raise horses, cows, hogs and various other livestock.

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"It gives them (the children) something to do. In the city it was hard to find enough chores to keep them busy," she laughed.

The children range from Otty, 16, to Stephen, 6, and they all do their share in keeping the farm running.

Ypsilantian believes too many leave responsibility to others

Jim Baker, 24-year veteran with the Hydra-matic Division, has lived and been "involved" in Ypsilanti for the past 17 years.

Baker is typical of the many area General Motors employees who are dedicated to their jobs, family, church and community wherein they work and live.

A native of Flint, Mich., Baker comes from a long

line of General Motors family that includes his grandfather, aunts, uncles and a father who had 46 years service with General Motors. Baker is an all conference high school football player and graduated from "where else" but General Motors Institute, under the sponsorship of the Detroit Transmission Division — now Hydra-matic Division.

Today Baker is respon-

sible for the manufacturing process of the more than 100,000 precision gears produced and assembled daily into Hydra-matic transmissions.

"Teamwork is the answer," Baker says, "whether on or off the job." "Teamwork — I remember when the plant was rebuilt from scratch after the Livonia fire in 1953, and in 12 short weeks

we were back in production at Willow Run.

"Teamwork," Baker added — "it's a must, daily, to supply to the driving public the best we know how — it's a tradition at Hydra-matic. We refer to it as Hydra-matic teamwork. Teamwork applies also off the job," Baker says, "at home — in church — in the community — we must all work together."

Baker and his wife Kay are proud parents of eight children, all of whom are involved in school, church and sports affairs.

Jim has been deeply involved in the affairs of his community — Ypsilanti. He has been active in Junior Achievement, Vice Chairman of the Potawatomie District Boy Scouts, United Fund, president of the St. John's Dad's Club,

member of the Board of St. John's School Board and a member of the Charter Commission Urban Redevelopment.

Baker's philosophy is very simple — "There are too many people who say that it is they who should take care of today's problems, rather than the middle letter in the word pride — 'I'."



Blending the old with the new, Bob Elka works at General Motors Hydra-matic division by day and by night turns back the clock and works at reconstructing antique guns.

Hydra-matic millwright also antique gunsmith

Bob Elka is a man who believes in blending the old and the new.

Employed as a millwright ("I take care of moving machinery around"), Elka enjoys his job at the General Motors Hydra-matic division.

When he's not at work, though, Elka takes a trip into the past — collecting and making copies of antique guns.

For the guns he makes, Elka draws his own diagrams from works of other gunsmiths.

"I study all the guns they've made, and I take the best parts from each gun and put them together," he said.

"The finished product may not resemble any gun that that particular gunsmith ever made, but it is made up of parts which he designed," Elka said.

Born and reared in the Golden Triangle ("I was born in a four-room

hospital in Saline"), Elka lives in Willis where he and his father still own farmland although they do not work the land as a farm. The land is rented to farmers, and "so far, I've been able to pay the taxes on it," he said.

His father and several other relatives are employed at area Ford plants.

"I got started making guns because I like to shoot, and it's hard to find antique guns," he said.

The Michigan State Champion with muzzle-loaders for the last two years, Elka and his family travel to shooting matches across the country. He attends the national matches each year in Indiana.

"My dream is to win the big one there," he says.

"I place usually, but it takes a lot of money to get the kind of equipment it takes to win something like that. A shooter is only as

good as his equipment," he said.

Elka's gun-making hobby is also a financial aid. "I financed a family trip to Wyoming last year with one gun I made," he said.

He buys some of the parts he uses because "I can buy them cheaper than I can make them."

He generally spends about 100 hours making a gun, but some of the more elaborate ones can take up to 300 hours, he said, "if I add all the relief carving and inlays on them."

Muzzle-loaders are just as safe as any modern gun, if a person knows what he's doing, Elka said. The muzzle-loader uses black gunpowder which is ignited and burns all the way down the barrel, he said.

"They're just like the ones you see on 'Daniel Boone,' where you see a puff of smoke when they shoot," Elka said.

Young GM employe works toward degree

Political science or economics — that's what Douglas J. Ritter, a stock checker at General Motors Truck and Coach Warehouse, hopes to eventually get his college degree in.

Working at the warehouse is one of the ways in which Ritter hopes to be able to finance his education.

Politics is a major interest of 20-year-old Ritter and his wife, Mary Beth. Both were elected as convention delegates in Plymouth Township to the Wayne County convention next month.

"It was a write-in campaign, because I didn't understand the vague wording 'qualified circulator' when I was cir-

culating my petition for a place on the ballot," Ritter said.

Actually "qualified circulator" means a registered voter, Ritter explained, and he had obtained several signatures on his petition before he registered.

He has attended night classes at Eastern Michigan University, but still lacks three years' work toward a bachelor's degree, which he hopes to get within the next four years.

Plans now call for his wife to finish the two years of college she has left and then "become gainfully employed while I finish up," Ritter said.

Although he and his wife

both favor George McGovern for the Democratic nomination for president, he said they will go with the mandate of the people — for George Wallace — at least on the first two ballots at the convention. "After that, we'll be able to vote our own choice," he said.

Also involved in local politics, Ritter said he is campaigning for a candidate for Plymouth Township supervisor.

Although involved in politics, he said he has no personal political aspirations — "I just don't know enough."

Eventually he would like to become a lawyer — "I think economics or political science would help me there, too."



Politics is a major interest for 20-year-old Douglas J. Ritter, and political science may be the field in which he gets his college degree. At the moment he's working his way through college as a stock checker at General Motors Truck and Coach Warehouse.



She likes books . . .



. . . walks in the woods

Small-town girl enjoys keeping books balanced

A native of Milan, Elizabeth Vanover is just a small town girl at heart.

A 1968 graduate of Milan High School, she has been employed at General Motors Assembly Division for three years and since December has lived in Belleville.

"I wanted to be a math teacher," she reflected, but because of finances she decided to attend Cleary College, recently receiving a two-year degree in accounting. She is now working on a four-year degree.

"It's really great, adding things up all month and then at the end of the month to find out it all balances," she says of her job at GM.

She works as an "outside matcher" in GM's accounting department, which means receiving invoices from outside GM, matching them up and processing them.

"Maybe some day, I'll get a chance to get into teaching," she said.

"In most jobs, you just do your part and move it on for someone else to do their part, but teaching someone who really wants to learn is very satisfactory," she smiled. "It's giving to someone else."

"Or maybe I could become a Certified Public Accountant and open up my own CPA office — Milan doesn't have a CPA," she said.

She could even wind up staying at GM, she says.

"I really like the job," she said. She referred to a tuition refund program at GM whereby the company finances its employees' educations.

She moved to Belleville from Milan mainly because of the driving distance between home and job and school.

"But I like small towns like Milan," she said. "It's still small enough for you to know people and people to know you," she said.

"I also like living close to nature — walking in the woods or lying in the sun and reading," she said.

"Milan has its problems, but then all towns have problems," she said. Her parents, Mr. and Mrs. C.C. Vanover, still live in Milan, she said, and maybe some day, she'll move back.

Mark of excellence is her enthusiasm

"Michigan? I love it," says one of the newer employees of General Motor's Hydra-matic division.

Mrs. Nettie Coleman, 29, likes her job too, but then she's the type of person who seems enthusiastic about everything she does.

A native of Kentucky, she met and married her husband while he was stationed with the Army in Kentucky, and then returned with him to his home in Michigan five years ago.

"It took me a while to get used to it, but I really like it here. Everywhere I go, the people are so nice."

She shrugs off any mention of racial discrimination. "I've never had any trouble — either in Kentucky or here," she says mildly. "Neither has my husband or my kids."

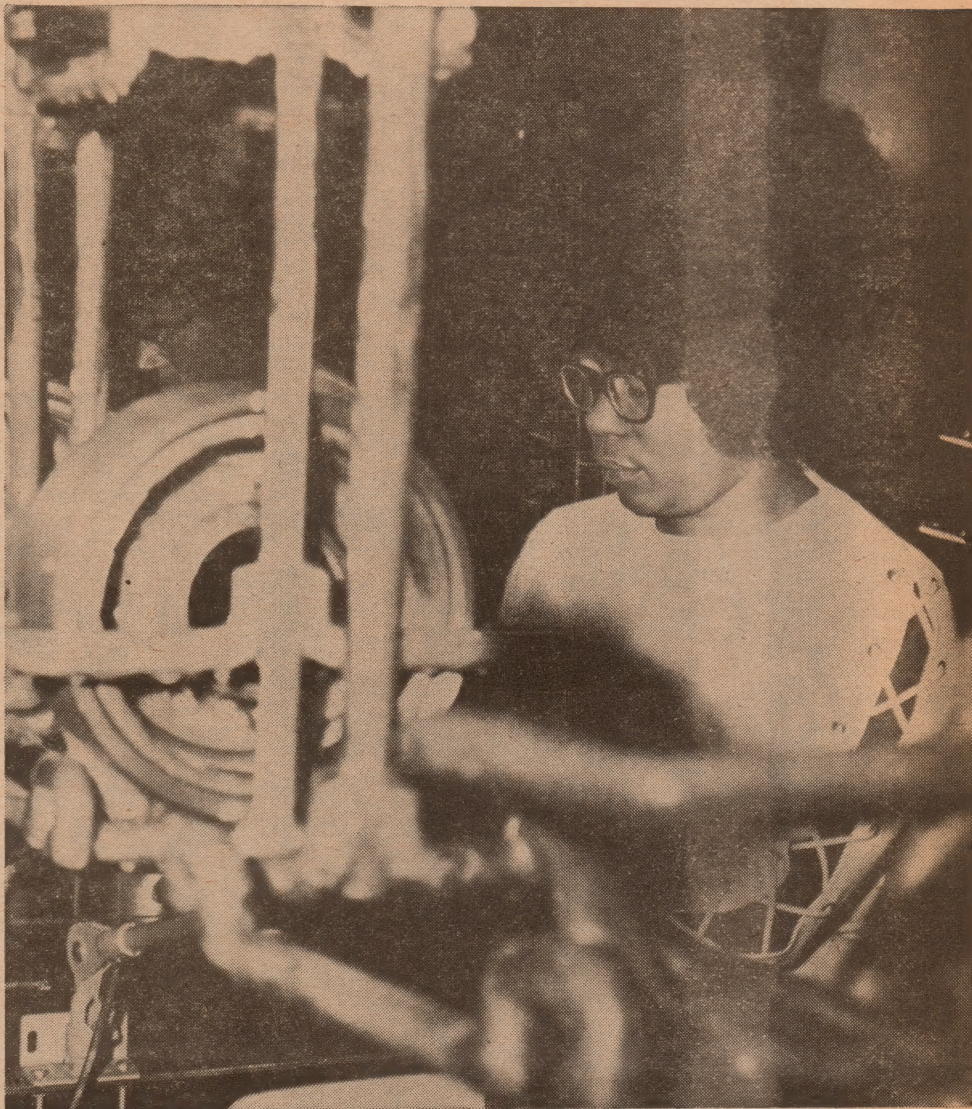
She has the same kind of at-ease attitude toward her job — which is inspecting parts for transmissions which the Hydra-matic division produces.

"I was really scared when I went to work — people had told me I wouldn't like factory work because it was so hard and so boring, but it's really not like that at all."

"The first job I had when I went to work four months ago was inspecting transmissions. I thought I would never be able to do that, but you get so you can spot a bad part the minute you see it," she said.

She admits her 3:30 to midnight shift causes some problems at home.

"I get to sleep about 3 a.m. usually and then get up at 7 a.m. to get the



Kentucky-born Nettie Coleman says it took her a while to adjust to the cold winters, but now "I really like Michigan."

kids (Shyvonne, 10, and Anthony, 8) off to school," she said. She said at first she tried to nap during the day but finds herself more alert if she doesn't.

Her husband and her

sister, who is attending Washtenaw Community College, help her with the housework.

When she's not busy trying to keep up with her housework, her spare time

is devoted to sewing.

Another activity she hasn't had much time for since she went to work is Girl Scouting. She was an assistant troop leader before she went to work.



CLARENCE WILSON

No favorite teams, he just likes game

Sports is an all-consuming passion for Clarence Wilson, a utility man at the General Motors Assembly Division plant in Willow Run.

Three of his four sons are involved in Little League, and Wilson regularly takes his boys to football and baseball games.

Asked to be a Little League coach, Wilson said he didn't feel he had the time necessary to put into the job, although he would have enjoyed coaching the boys.

As the father of four boys, Wilson was also involved in Cub Scouts for a time.

"Perrin School needed somebody to take over a pack, and since I had two boys in it, I decided to give it a try," he said. He was cubmaster for two years.

As for his sports — "I don't have any special teams," Wilson said.

He admitted to a fondness for the Yankees a few years back, "but they've been so far down in the last couple of years . . ." his voice trailed off.

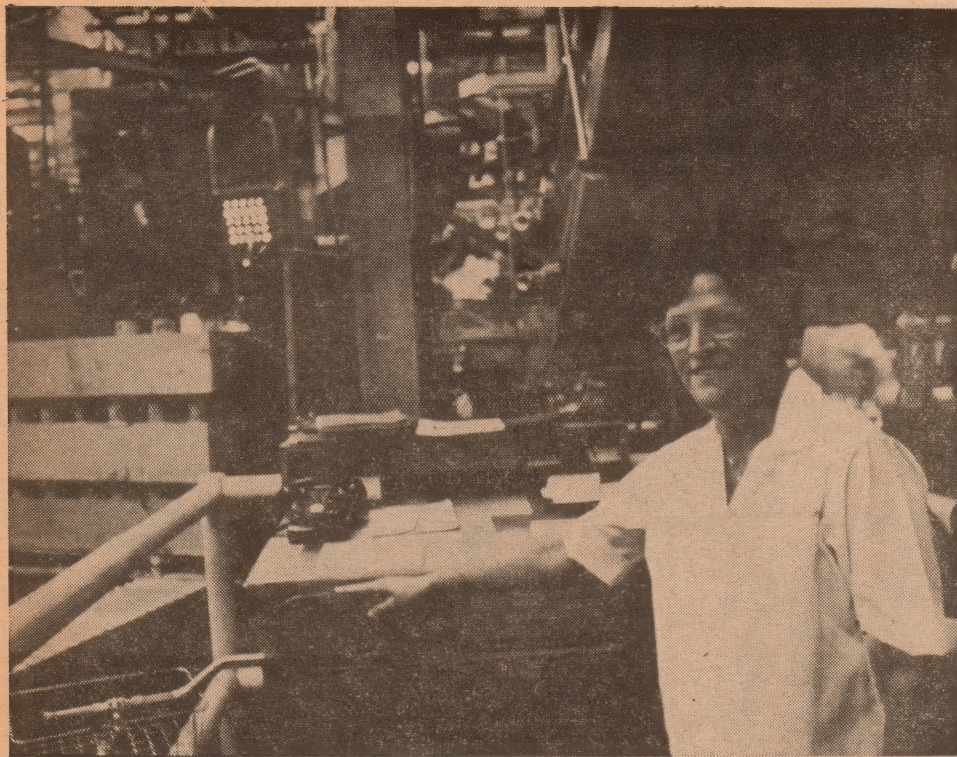
"I guess you could say I'm an American League fan," Wilson said of baseball.

As for football, "I like Minnesota," he said.

"I'm not much for Detroit," he said. "Although I think Greg Landry is the best quarterback ever, and I've begun to take more of an interest lately."

Originally from Mississippi, Wilson moved to Michigan in 1949 when he was 16. His wife is from Tennessee but has lived in Michigan since age 5.

He has been employed by GM for 16 years, beginning in the assembly line putting together truck front-ends.



She likes Michigan, but 38-year-old Thelma Fannin is already looking forward to retirement and the day she can return to her home state of Kentucky.

'No fem lib,' says supervisor

"I'm not a women's libber," says 38-year-old Thelma Fannin — although she embodies the goals being sought by such groups.

Miss Fannin is one of two women named in April to supervisory positions at the General Motors Hydra-matic plant in Ypsilanti. Women supervisors are not new at GM, two women have been office supervisors at GM for several years; but for the first time women are being named production supervisors. GM now has five women supervisors in the factory.

"I don't think naming women as supervisors in factories will necessarily increase the number of women working in fac-

ories," says Miss Fannin.

The Kentucky-born woman said she had no aspirations to become a production supervisor. "I have to give my supervisor the credit — he recommended me," she said.

She said she sees little resentment about her appointment — "although I'm sure there is some."

She gets along well with her production department people which includes men and women. "So far, everybody's been very helpful. The men don't seem to mind having me for a supervisor — they call me 'Mama.'"

One thing that made her promotion even more difficult was the switch in

departments.

"I worked in the assembly line before. It was all there, we just put it together. Here we're making the parts," she said.

The parts which her department makes are case extensions — the extensions on the rear of the transmissions which contain seals to keep the transmissions from leaking.

In her spare time, she enjoys softball and bowling — although her current working hours eliminates these sports. She belongs to the Westland Ladies League softball team and to the Westland Unistrut Ladies League bowling team.

Foreman enjoys fishing, fixing television sets

When he's not on the job as a foreman at General Motors Assembly Division, Fred Banks, 35, has two hobbies he enjoys — fishing and fixing television sets.

"I never send a television out to get it fixed," Banks said, although he admits that the sets are becoming more complicated now. "I just tinker around with it and can usually figure out what's wrong," he said.

An employee of GM for 10 years, Banks enjoys taking his three sons fishing on the weekends.

"I never catch anything, but I enjoy it," he laughed.

He describes himself as a "quiet person," and says he dreams of owning a couple of acres of land in the country.

A native of Tennessee,

he was reared in Chicago and moved to Ypsilanti with his mother. He finished high school here, and although his mother eventually moved back to Chicago, "I wound up getting married and staying here."

"I like it here, it's much quieter than Chicago," he says. "I better like it here, I bought a house."

"Once you get in Ypsilanti, you can't hardly leave," he said.

He first worked at Willow Run Airport when all the airlines were beginning to move to Detroit Metro, then switched to General Motors. He worked for Fisher for a couple of months while laid off, but eventually came back to the assembly division.

"I like working for

GM," he says, "with all the programs we have it's a good job for a family man."

He says his job at GM is "interesting", and he enjoys working with the different types of people he finds in an auto plant.

His job at GM relates to his hobby of fixing television sets. "We take care of the electrical fixtures," he says.

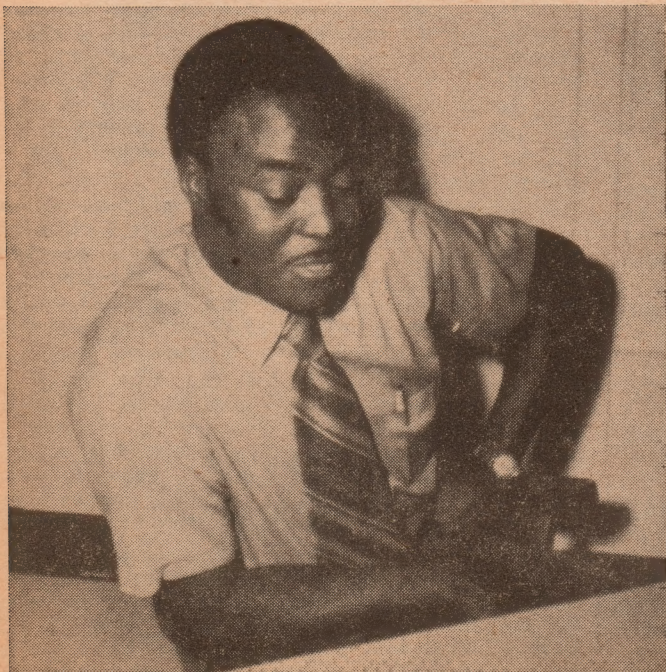
He supervises employees who install steering columns, glove compartments, ashtrays and the radio and dimmer switch.

Closely aligned with his church, St. John's Baptist, Banks is superintendent of Sunday School.

He and his wife Evelyn have four children, Freddie, 12, Roger Michael, 11, Brian Scott, 6, and Robin Leann, 2.



"I like it here, it's much quieter than Chicago," says GM employee Fred Banks of Ypsilanti. "Once you get in Ypsilanti, you can't hardly leave."





'Some folks used to be ashamed of it, but I never was' says Ray Keens

Country-western music his favorite

Have any questions about country and western music or its top recording stars?

The Golden Triangle's resident expert is Ray Keens, a utility man in the paint department of General Motors' Assembly Division in Willow Run.

He and his wife attend country and western shows regularly at Buck Lake, Ind., in the summer months; and in the winter months they make regular trips to Nashville, Tenn., the home of country and western music.

"My wife has her picture with everyone except Merle Haggard," Keens said, "and we'll get that one." He whipped out a wallet showing snapshots he had taken of such stars as George Jones and Sonny James.

For country and western music fans in Nashville, the prime spot is the Grand Old Opry, and not only can Keens relate tales of shows he has seen in the Opry House, he can rattle off the history of the auditorium.

A treasured memory is of a visit to Johnny Cash's home in Nashville. "He wasn't there, but my wife and

another woman had a field day collecting rocks from the garden," Keens said.

At a recent Conway Twitty performance, Keens was impressed by Twitty's reception of youngsters in the audience.

"There was a whole group of kids sitting right down front, and he (Twitty) stayed on an hour just singing requests for those kids," Keens said.

"I guess I've just liked it all my life," Keens says of country and western music.

A rather quiet man, Keens became animated while discussing his favorite music and musicians.

"People used to be ashamed of country and western music, but I never was ashamed," he said.

"This music the kids are listening to nowadays is nothing but jazzed-up country and western music," he said.

"Elvis is my favorite, he's just an old hillbilly too," Keens smiled.

Keens and his wife are both natives of Kentucky, al-

though they didn't meet until both were in Michigan, "and we just lived a couple of miles apart (in Kentucky)," he said.

He moved to Michigan 20 years ago "because of better working conditions, I guess." Starting out in the truck shop as a paint mixer, he's been employed by GM for 17 years.

He and his wife Agnes are longtime residents of Ypsilanti. "We've lived in the same house for nearly 17 years."

They have one son, Tilton Ray, 18, a graduate this year of Ypsilanti High School and a past "Boy of the Year" for Ypsilanti. He plans to attend Washtenaw Community College this fall "while he's making up his mind what he wants to do."

Keens himself is a past master of the Phoenix 13 Masonic Lodge and is now awards advisor for the Order of DeMolay.



A Milan Jaycee, Gerry Risch was one of about 10 men who worked to help get the Milan Teen Club organized.

Milan's 'Mr. Everybody' enjoys helping people

"Mr. Everybody" is the way a General Motors Executive describes Gerry Risch, an accountant in the Hydra-matic plant.

"I just enjoy serving my fellow man," 35-year-old Risch said quietly.

A longtime Jaycee, Risch helped to organize the new Teen Club in Milan.

"We felt the kids needed something to do — to keep them off the street," he said. The Jaycees donated money for games, tables and chairs for the Community House and persuaded the City Council of Milan to set up a budget for operating the Teen Club. The club also gets money from the vending machines and the pool table.

"All the service clubs are helping," Risch is quick to point out. He also stresses that he was one of about 10 men who worked to make the Teen Club a reality.

Risch is also in his se-

cond year as manager of the Cubs — a minor league baseball team in Milan. "It's sponsored by the Jaycees, but that was an accident, I didn't even know who the sponsors were until I took the job," he smiled.

He got his start when his son Gerald Michael, now 10, started out in tee-ball several years ago and parents were asked to help out.

Risch sees his involvement as "good for the father-son relationship," although he admits that he is probably harder on his own son than he is on other boys. "I don't want to show favoritism," he said.

"I think kids prefer their parents outside playing with them," he said. He plans to keep on with his coaching after his son leaves the team. "I have another son, Craig Stephen, now 8, and he'll be coming into the minor leagues," Risch said.

A life-long resident of

Milan, Risch prefers raising his children in the same area in which he was reared.

"I'd really like to live on a farm again, he said. He was brought up on his parents' farm outside Milan. "We like animals, and if we lived in a larger city we couldn't have the animals we have now," he said.

"We still have wide open spaces here," he said, although Milan has grown. "Where I live now was an open field until I was about 8. Now it's a subdivision."

"I like the individuality I can keep in a small town," he said. "We're far enough away from our neighbors that everybody doesn't know it when I scream at my wife or my kids."

Most of his friends are in Milan too, he says. "I'm now coaching the sons of people I went to school with and played with as a youngster," he said.

Recalls days at bomber plant

Swiss-born George Lampert, 64, is one of the few Hydra-matic employees who can say he's been there since the beginning.

Employed at the B-24 bomber plant in 1942, Lampert switched allegiance to Kaiser-Fraser after World War II and elected to continue his career at the Willow Run plant in 1953 when General Motors bought the plant for its Detroit Transmission Division — now known as Hydra-matic.

Times have changed, Lampert agrees, but the plant remains much the same as when workers were turning out better than one bomber every hour.

"The plant has not been expanded outside of some storage areas," Lampert says, with just a trace of a German accent.

Recovering from open-heart surgery which he underwent last fall, Lampert is on sick leave from Hydra-matic (he hopes to retire in December), and he sat in the living room of his home at 802 Dwight, reminiscing about the changes he has seen in the plant.

"Working conditions have always been good," he says. "Everyone has done his best to make it better for the workers."

Although during the war workers were working 9-hour shifts six days a week, "you heard very little complaining."

"We wanted to get those bombers overseas to help

the boys get the war over," Lampert said. At the time Lampert was working seven days a week, "but I really didn't mind it."

The work force at the bomber plant was strange indeed, says Lampert.

"We had all the midgets we could get our hands on," he said. The midgets worked inside the wings holding beams in place while the riveters worked on the outside.

"We had attorneys and schoolteachers working right along with us to turn those bombers out," he said. The employees also were predominantly women.

The plant also hired numerous deaf persons, Lampert remembers, "because with 50-75 riveters working 'it didn't make any difference whether you could hear or not — actually it was a benefit to be deaf,'" he said.

Lampert recalls he was on duty when the war's end was announced, and he remained at the plant.

"We had already stopped production, but those few who were left just walked out when all those fire whistles and sirens started going off."

"I had to stay though, what if there had been a fire or something? Somebody had to stay."

As a member of the plant maintenance staff, Lampert kept his job when the government sold the plant to Kaiser-Fraser and it was converted into an automobile factory.

The automobiles "were too advanced for the time,"

Lampert speculates about the automobiles made by Kaiser. "The automobiles we made then were the forerunner of today's small car," he said.

"They were really good cars, too. Every once in a while you still see one of those around."

In 1953 the Detroit Transmission Division plant in Livonia burned, and GM rented part of the Kaiser plant, eventually purchasing the entire factory.

"They started out about a fourth or fifth of the size of Hydra-matic today," Lampert said. "But they just kept expanding."

With his retirement fast approaching, and his health returning to normal, Lampert is looking forward to fishing and hunting activities. He and his wife are tentatively planning a trip "out west" this fall.

A possibility also could be a visit to Switzerland, which Lampert hasn't seen since he left home in 1926 at the age of 18 to "make my fortune in America."

"I'd really like to see Switzerland again, and I'd like to show it to my wife, Mary," Lampert muses, although he has no definite plans to return to his homeland. The trip to Switzerland would also give him a chance to see a brother he hasn't seen since 1926.

In any event, Lampert will keep busy after retirement. "I've been working all my life, I can't stop now," he said.

GM employees get second chance at the education they never got

General Motors employees who lost out on an education the first time around are now getting a second chance.

GM provides a classroom in its engineering division for Mrs. Nedra Otis, teacher of the Ypsilanti Public Schools adult education class for GM employees.

The class is not limited to GM employees, but because of its location these are the students it draws.

What is the difference between a regular classroom and an adult education classroom?

"The difference is the adults are there because they want to be there—they're self-motivated," Mrs. Otis says. "A teacher can be a teacher and not waste time as a disciplinarian."

Mrs. Otis said her class attracts two types of people—those who had to drop out of school for one reason or another and those who have high school diplomas but have been out of school for a while and want to refresh their skills.

The class meets two hours a day (12:30-2:30 p.m.) three days a week (Tuesday, Wednesday and Thursday). Mrs. Otis teaches one hour of math every day, two hours a week on reading improvement, vocabulary building and writing, and one hour a week on writing in the area of government.

Students also write research papers on topics which they choose. Last semester topics included auto pollution, population, drug abuse, mental illness and women's lib.

Her students vary in age from 18 to 48, and Mrs. Otis says her class is similar to a one-room schoolhouse.

"I take the students where I find them and teach them from there," he said.

Students are evaluated on past education, "life experience" and on scores on the General Education Development (GED) tests. A student must acquire 16 credits to get a high school diploma, she said. However

many credits a student received for past work, he still must go through a year of classwork before he can receive the diploma.

"I had said I would never become a teacher," Mrs. Otis laughed; but when she found herself with time on her hands after her three children started school, she began substituting for Ypsilanti and Willow Run schools.

"I found out I liked it and decided to renew my teaching certificate." She completed her master's degree in education and taught math fulltime for two years at Willow Run Junior High.

She took a year off and then returned to teaching — this time in adult education.

She was dissatisfied with her first classroom and a letter to a GM official received immediate response and she was moved into the classroom in which she now teaches.

"It's an ideal classroom, furnished with tables and chairs, a blackboard, a library table, and just about everything else I ask for," she said.

"It's so exciting to watch people grow and see them stimulated," she said.

"One of the men I taught told me: 'I have worked at a job for 18 years without hope — if I've gotten nothing else out of the class I've gotten hope.' I think that is marvelous," she said.

The adult education class seems to result in a better self-image for the students and the people she teaches seem to enjoy the mental stimulation of the classroom, she said.

"This is the perfect parttime job," she said. I enjoy teaching children, but I also like teaching adults. I feel I'm doing something to help people — it makes me feel useful and productive."

Once offered \$2,000 for birddog

"When the birds went away, I went out of the business."

Jesse Collins was referring to his hobby of raising



Jesse Collins, GMAD employe, used to train birddogs, "but when the birds went away, I went out of business," he said.

birddogs.

An employe of the General Motors Assembly Division, Collins got into the birddog business when a dog he owned was stolen.

"I bought one from a man who trained birddogs for show," Collins said.

"My dog was the 'Win and Show' champion in 1969," Collins said.

Collins began raising birddogs in 1961, and was once offered \$2,000 for one of his dogs.

"I had a contract with a man for \$100 for everyone of my puppies," he said.

"When I went out of business, I went out of business," he said in answer to a question whether he still had any of his dogs. "I got rid of all of them."

His home in Belleville is located on a .9-acre plot, "but a really good trainer only needs about 50 feet of space to train a birddog," he said.

The only animal he keeps now is a pony "for my six grandchildren," he said. "I've really got 'em spoiled," he said of his grandchildren.

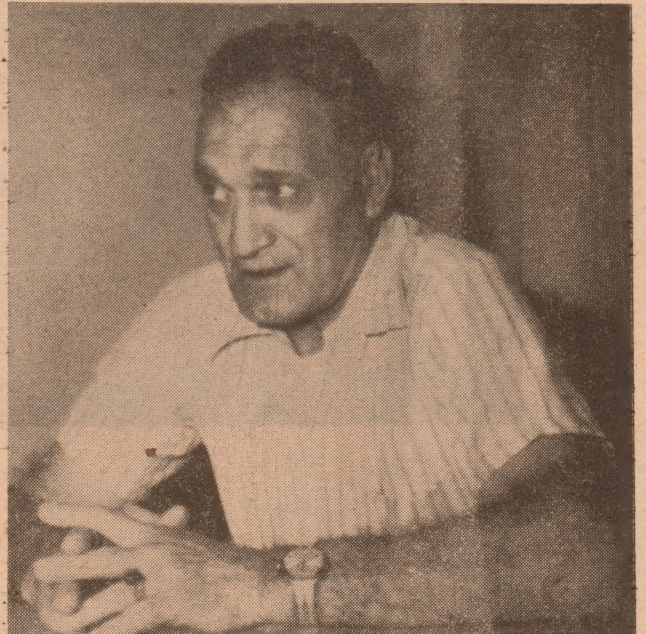
A resident of Belleville for 21 years, Collins was born in Kentucky. Upon first coming to Michigan he worked for Kaiser and then switched to construction work when Kaiser sold its plant.

After six years in the construction business he was hired by GM.

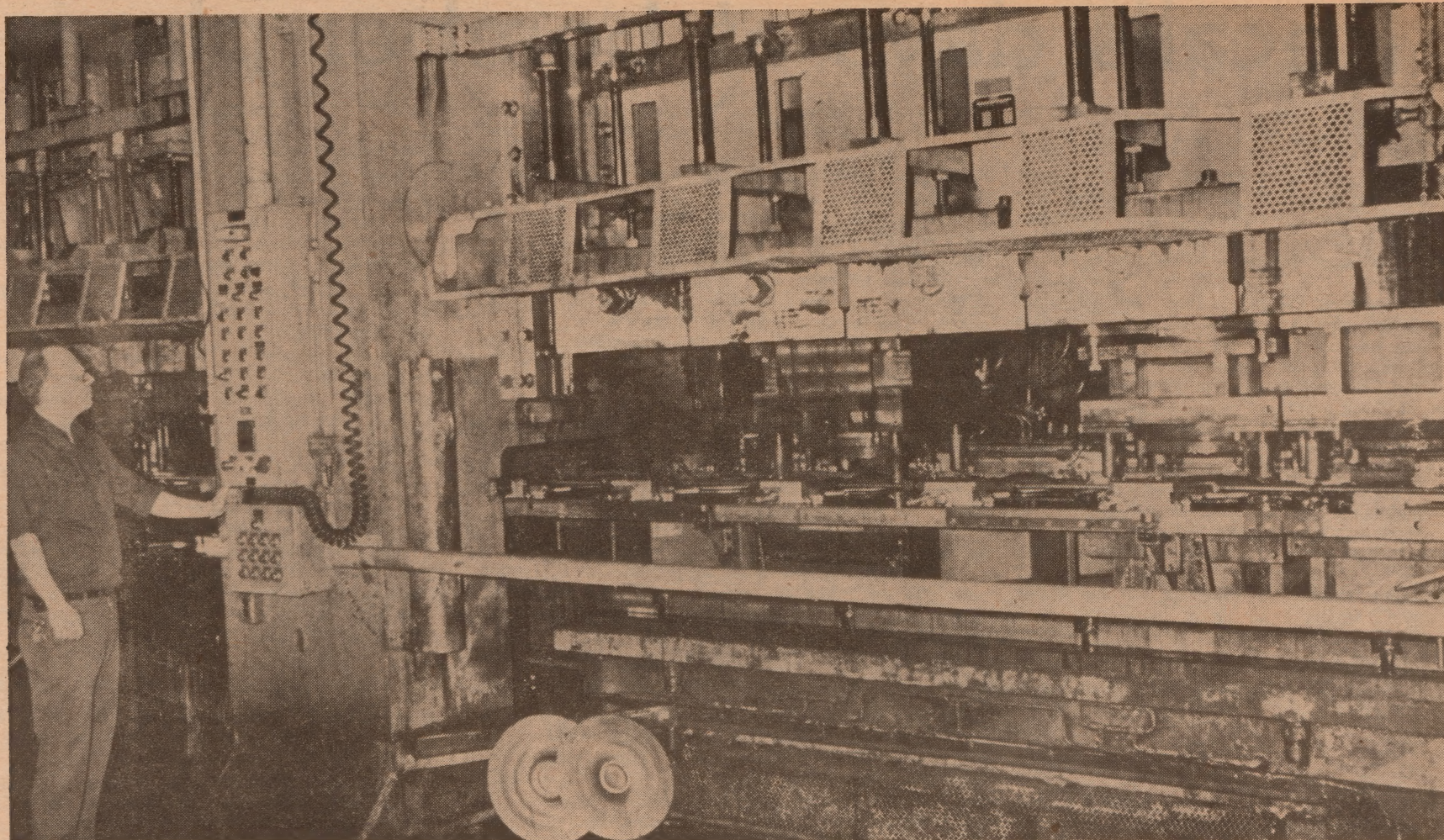
"I was hired in production — putting in taillights," he said. Now, he drives a hi-lo in the assembly division.

He and his wife Willie have three married children,

Robert C. Collins, who worked in the paint division at the assembly plant; Rodney Collins of Ypsilanti, and Mrs. Jessie Hood of Saline.



"I keep a pony for my grandchildren, I really keep them spoiled."



Machine after machine after machine dominate the scene in General Motors plants — however, people are still the most important part of any plant.

Machines require people to make sure the machines are being run properly and to fix anything that goes wrong. Machines also require people to put them together, take them apart and put them in the most logical place in order to achieve the highest efficiency.

General Motors officials know this — and their plants are people oriented with the emphasis on teamwork.

Working in a community is not enough. GM officials know this too, and that's why GM employes are also encouraged to take an active part in community life.

That's how GM makes its Mark of Excellence.

